



**P/N 2021HKR (painted) & 2021-1HKR (ceramic coated)
TRUCK FORCE 2WD & 4WD HEADERS**
1996-98 1500, 2500, 3500 Trucks- Blazer, Jimmy, Yukon, Suburban, 1-Ton Crew Cab,
Tahoe 2 Door (w/ 454 engines)

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your hooker exhaust system.

NOTE: This is a 50 state legal header that is designed to be a direct replacement for the stock manifold and Y-pipe supplied by GM (C.A.R.B. E.O. #D-164-5).

WARNING! Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. **CAUTION!** YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.

HELPFUL HINTS FOR HEADER INSTALLATION AND MAINTENANCE:

1. Verify the header part number with the part number on the box and invoice.
2. Unless otherwise noted, Hooker Headers are designed to fit without modifying the header (denting, cutting). Do not modify the header. Call our technical services department at 1-866-GOHOLLEY.
3. Unless otherwise noted, Hooker Headers are designed to fit with original equipment (i.e. oil pan, cylinder heads, mounts, bell housing, starter, etc.)
4. When using Hooker Headers, it is recommended to use Hooker gaskets for correct port match. If you are not using Hooker gaskets, match the gaskets to the header ports for a good seal.
5. Heat wrapping the header is not recommended, because it will prematurely fatigue the header.
6. Headers that are subjected to extreme conditions such as mud, road salt, etc. should be cleaned on a regular basis to help prevent corrosion.
7. Special tools required: Welding equipment – mig or gas
8. Use anti-seize on header and Y-pipe bolts.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Disconnect factory A.I.R. fitting from the front of the exhaust manifold.
3. Remove spark plugs, manifold nuts, studs, and spark plug heat shields.
4. With the exhaust manifold loose, remove the factory EGR fitting from underneath the vehicle.
5. Remove the oil filter.
6. Remove the 3 nuts holding the stock exhaust manifold and stock connector pipe together.
NOTE: While removing the driver's side exhaust manifold and installing Hooker headers, be especially careful of the water temp. sending unit that comes out of the side of the engine. It can be broken very easily.
7. Remove the stock exhaust manifold, being very careful of the water temp. sending unit.
NOTE: Before removing the EGR, A.I.R., or O2 sensor fittings, remember to saturate fittings with WD-40™ to aid in removal.
8. From underneath, remove the O2 sensor located in the stock connector pipe. Before doing so, spray WD-40™ on the sensor fitting to aid in removal.
9. Cut the stock connector pipe 22 ¼" from the front of the catalytic converter flange.
10. From underneath, work the header up through the chassis into position.
NOTE: Remember to completely tighten the EGR fitting on the driver's side while the header is still loose. This will allow you enough room to get a wrench in to tighten it.
11. With the header loose, install the EGR tube on the header fitting, located at the rear tube. Make sure to fully tighten the fitting before the header is tightened to the cylinder head.
12. Position the header gasket and start all header bolts.
13. 3/8"x2 ¼" bolt, 3/8" lockwasher, and 1 ¼" long spacer are used to mount the A.I.R. mounting bracket to the head flange.
14. Tighten all header bolts evenly.
NOTE: We recommend the stock plug wires be changed to wires with 45° plug boots.
15. Replace the spark plugs and oil filter.
16. Install the A.I.R. tube in the front primary tube of the header.
17. From below, install the Hooker connector pipe.
18. With the header, EGR fitting, A.I.R. fitting tight, and connector pipe installed and in position; tack weld; connector pipe in stock 3" pipe, install O2 sensor in header collector.

RIGHT SIDE:

1. Remove the factory air filter system.
2. Disconnect the factory A.I.R. fitting from the front of the exhaust manifold.
3. Remove the spark plugs.
4. Remove the exhaust manifold nuts, studs, and spark plug heat shields.
5. From below, remove the O2 sensor, located in the connector pipe.
6. Remove the 3 nuts holding the stock exhaust manifold and stock connector together.
7. Remove the stock exhaust manifold from above.
8. Cut the stock connector pipe 18 ½" from the front of the catalytic converter flange.
9. Starting from below, work the header up through the chassis into position.
10. Position the header gaskets and start all header bolts.
11. 3/8" x 2 ¼" bolt, 3/8" lockwasher, and 1 ¼" long sleeve are used to mount the dipstick mounting bracket to the head flange.
12. Tighten all header bolts evenly and install the spark plugs.
13. Install A.I.R. tube into the front primary of the header.
14. From below, install the Hooker connector pipe.
15. With the header tight and the connector pipe installed, tack weld the connector pipe to the stock pipe.
16. Install the O2 sensor in the header collector.
17. Remove the bolts at the catalytic converter flange and collector flanges. This enables the headpipes to drop enough to fully weld new headpipes to the existing exhaust pipes.
18. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOKKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 AND 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOKKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

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